Brown, Cincinnati; W. P. Halliday, St. are managed. In making a landing at any Halliday, New Orleans; James W. the Wednesday packet for all points on White river.

Wednesday

Wednesday

Wednesday

Wednesday

Wednesday

Wednesday somewhat familiar with the histo building and running of that boat, he will relate it, and be as brief as possible. The hull of the Chippewa was built at Steuben-ville. Ohio, just below where the paper mill now stands, near the upper end of the city, by Captain Elijah Murray (then a noted steamboat builder of that city, and afterward of Paducah, Kentucky), for the owners, Captain Ebenezer Clark and others, of Wheing, West Virginia. Her customhouse men

LEWIS & THOMAS. A ND STEAMBOAT BLACKSMITHS
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from Workers. All work done promptly, day or thop, Adams Street, near river, Memphis . H. COFFIN & CO Belting AGENTS FOR New York Belting and Packing Co. B. Hoyt & Co.'s Standard Leather Belting, Shultz Rawhide Leather Belting, Rawhide Lace Leather. MANILLA & SISAL ROPE,

THE MEMPHIS DAILY APPEAL-SUNDAY, JULY 24, 1881. FOR SALE. berths with silk damask curtains, put up in about the same style as the cutains in front of the beds on the Pullman palace cars, and SALE OF THE made use of in the same way—put up in the day time and let down at night. She had no skylight—in fact there were but one or two boats on the river at that time with anything like a skylight. The steamer Absona had a Montgomery White SULPHUR SPRINGS like a skylight. The steamer Absona had a ventilator, or skylight it might be called, with glass in the sash, and ventilation blinds outside of the sash, which were to prevent the light from shining through at night and blinding the pilot. At the bow and stern the Chippewa was finished off similar to a seagoing vessel. She had a very heavy bowsprit and cutwater, and in front of and attached to have the started the carried has former. MONTGOMERY COUNTY, VIRGINIA. BY virtue of a decree of the Circuit Court of Montgomery County in the Chancery suit of Gray's executors we. The Montgomery White Sulphur Springs Company, we will sell the real estate and franchises of said Company on the premises, to her cutwater she carried her figure-head, that of a big Indian chief, with the name Chippewa on each side of the cutwater. Thursday, August 25, 1881. At the stern, just above the rudder, she had woodwork similar to a ship, with a forest woodwork similar to a ship, with a lorest scene and Indian camp painted on it. All the boats running in the Ohio or Mississippi in 1832 were built heavy, like a schooner or ship, and handled similar to the way ships etc., all complete, in good repair, and capable of comfortably entertaining 800 guests, also a RAIL-ROAD in FIRST-CLASS ORDER in BED and EQUIPMENT connecting the laws with the Nortok and Western Railroad 134 miles distant. The Springs are in a romantic gien in the heart of the Alieghenies, and in easy reach of the other Virginia Springs. The lawn is superb and improved with magnificent shade trees, fountains, walks, etc., etc. Two White Suiphur Springs and a Chalybeate furnish an UNFAILING SUPPLY of highly medicinal waters, all making a SUMMER RESORT second to none in ATTRACTIONS and POPULARITY.

TERMS—Five percent cash on the day of sale—residue in equal instalments, running 1, 2 and 3 point where there were other boats, the cap-tain had to take great pains to keep from doing damage with the bowsprit; they could not land head on, as they do now, but would head line, so as to drop it easy and do no damage. There was a custom prevailing up to 1836 on the boats that would seem strange to our young river men of 1881. All barkeepers were required to furnish the dinner table with brandy, gin, whisky and three kinds of wine, placing six decanters of liquor on the table every day, when on a voyage, for the use of passengers and crew, and in addition to that they had to furnish Valuable Commercial Property all the officers on the boat with all the liquor they desired to drink at the bar, and For Sale on Mississippi River, men about one pint to each man while COMPRISING ONE HOTEL, IN PERFECT ORthe watch. This was to pay the rent of the bar. I fear a regulation of this kind on the Inspectors. The old-timers of 1832 had no Local Inspectors poking their noses around to see how many cocktails or gin-slings they could drink in a day. The Chippewa left Wheeling, Virginia, June 2, 1832, on her first voyage to Louisville, as a regular Pittsburg and Louisville packet, with Ebenezer Clark s captain, William McClain and James H. ouderback, pilots (Sam Clarke, of Wheeling, as cub pilot, learning the river), David Hull as clerk, Eli Alexander and Joe Bloomfield UNDERTAKERS. engineers, William Harding, colored, stew-ard. Pilot J. H. Louderback is the only one f the above named now living. Captain Clark was very much of a gentleman in every respect, and in his management of the boat and treatment of his passengers and crew "---t-class packets of the pres

mately. He went out to San Francisco about 1850, and did there some years ago. I do not OFFICE SIGNAL SERVICE U. S. A. MERPHIS, July 28, 1881. **UNDERTAKERS!** Above low Changes.

Water. Kize Fall
Feet. inches. inches. inches. 320 Main Street, Memphis

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THIS school furnishes a full college course, by ginning with a Preparatory Department, an ending with the most advanced and liberal education of women. It is furnished with the most modern apparatus in Physics and Chemistry. The schools of Languages, Drawing, Painting and Misch are complete. The Museum of Art and Scient is probably the largest of any such institution the children of the clergy half rates. Send is circulars. Address

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-- OF --No. 3821, R.-Chancery Court of Shelby co

No. 38.1, R.—Chancery Court of Shelby county—
H. W. Anderson, personally and as guardian, vs.
Mary H. Anderson et al.

D'Y virtue of an interiocutory decree for sale entered in the above cause on the 6th day of April, 1881, M. B. 31, pages 164, etc., I will sell at public auction, to the highest bidder, in front of the Clerk and Master's office, courthouse of shelby county, Hemphis, Tennessee, on

Saturday, July 30, 1881,

within legal house the following described propwithin legal hours, the following described p erty, situated in Shelby county. Tennessee, to-A lot of land lying in the old city of Memp it said county and State, the same being do nated as lot No. 74, beginning at the north lit the Pigeonross troad 46 feet west from the line of Orleans street; thence west with the n

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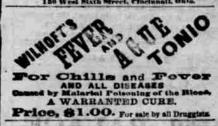
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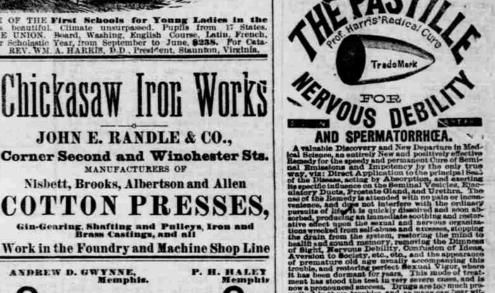
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corn, and higher on the landing. Hay was offering and no buyers. Cornmeal was very scarce and the prices nominal for want of offerings; a good supply is expected to-mor-row. Nothing was doing in shipping potaoes; a few apples and pears were going forward. Butter was firmer.

Quotations below are for round lots at the landing and at the railroad depots, and include neither drayage, storage, nor other expenses outside of the bare freight and charges up to the time of arrival. Jobbing and store sales are at higher rates, as they include drayage, storage and profit.

The dealer.

The power pooleness will be seen at the office of Edward C. Jones, Architect.

Proposals to be made on or before 10 o'clock.

The Laverpool market for futures at noon was steady; July-August, 6 21-32d. At 2:10, ket for futures closed steady. as follows:

July-August, 6 11-16d; August-September, 6 23-32d; October-November, 6d. The mar-The movements at the ports were reported Total receipts at all United States port 5,683,808 bales; same date 1880, 4,890,451 same date 1879, 4,422,242. Increase of receipts at United States ports this year, 379,357 bales. Total foreign exports, 4,376,806 bales; last year, 3,733,055 bales; year before, 3,406,224

Total stock at all United States ports, 288,807 bales: last year, 213,598 bales; year before, 135,316 bales. GENERAL TRADE. The market was almost bare of offerings in feed; there is some demand for small lots of Horse, Dmy and Wagon Covers, at shortest notice:

Fig. Corn—Selling in lots on landing at 65c for white. Oats—quote 48c for mixed, Bran—quotes \$15 506:16. For the Committee: Fr. A. HURT, Manufacturer, Germantown, Tenn.

Or J. R. GODWIN & CO., Agents, Memphis, Tenn.

Hay—stagnant; last eale of timothy at \$18;

IMPORTER AND DEALER IN Wines, Liquors, AND CIGARS,

urement was 140 tons; length of keel, 12 feet; beam, 18 feet; depth of hold, 43 feet Her draft of water when light was 36 inche at the stern and 30 inches at the bow. He 322 Front St., Between Monroe and Union, Memphis. AWNINGS, ETC. EXCELSIOR Sail, Tent& Awning Co Chippewa was built for a first-class boat, ar was among the first that was fitted out with an upper cabin, which was considered very fine. The carpenter work in her cabin was of a different style from any that was then on the river, or has

PROPOSALS.

of windows on each side of the boat, one to the upper and one to the lower berth. Be-tween the upper and lower windows and be-low the lower window there was a half-round exactly like the nosing of the boiler roof and deck at the present time; this was the dividing line between the panels. After the borwas finished those two half-rounds wer painted green, and gave the side of the cabin singular and fancy appearance, as they ran

For the Committee:
J. M. COLEMAN, Chairman. 1 the floor with fine carpet and the front of the

remember the date. While living he was an honor to the Ohio and Mississippi river boat-1Bench mark, low water 1879. Time. | Bar. | Ther. | Wind. | Weather.

The Osceola Belle, Captain Henry Cooper The James Lee, Captain E. P. Crider on deck, is the packet Monday evening at 5 o'clock for Helena, Friars Point and all way landings. Lloyd Whitlow is her clerk, as-"Walt" says Captain G. Wash Thompson is the unanimous choice of the river men about Cairo for Supervising Inspector-Gen-

The James W. Gaff arrived vesterday orning from the Ohio river with 400 ton reight, and departed again last evening for incinnati with 200 bales cotton, 400 barrels oil, a big lot of sundries and a fair trip The Katie Hooper, Captain Ed Nowland, is the United States mail packet Monday evening at 5 o'clock for Arkansas City and all way landings. Jimmy Thompson is in charge of her office, assisted by Amos Day

literary attractions the store is filled with an The Anchor-line packet Grand Tower, Captain George Carvell, arrived last evening from St. Louis with a good trip. She off here 300 tons miscellaneous freights, leaves at 10 o'clock this morning for Vicks burg and the bends. Thomas White and steamboatman, died at his residence in Sew ckly, near Pittsburg, Wednesday night, in the seventy-second year of his age. He was a brother of Captain John Woodburn and

had been an invalid for several years, hence Friday evening Captain Charles Hunter took the new tug Tilda out on a trial trip. may turn up in her line. She is every inch and pound of her, except the propeller, the

Captain Charles Meekin, of the Baltic, i Salt river. Captain Frank Carter is Super intendent of the Old Mail Line company a this point, and looks just as hearty and fre as he did twenty years ago. Mose Erwin, the Woodford, is Superintendent of the New

bids fair to at least reach ninety. Captai

no doubt eighty years of age, and enjoys fai health. I met several of the above gentle-men to-day, and I thought it would be of pleasant recollection for some of your old THE BOATS OF THE LONG AGO.

achinery consisted of three single-flu

ever been on the river since. The outside of the cabin was built entirely in panels similar

to a panel door of the present day. It was three panels high from the deck to the roof.

There were no doors opening on the guard, as they do now, but there were two rows

boilers and one engine, and were placed board by A. Martin Phillips, then a not engine-builder of Steubenville, and aft ward of Wheeling, West Virginia. T

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